CB 113

OHIO PUBLIC WORKS COMMISSION

77 South High Street - 16th Floor
Columbus, OH 43266

OPWC Use Only	
Application ID Number	Project ID Number
Date Received MO DAY YR	Date Received MO DAY YR
Amount Requested $	Amount Approved $

APPLICATION for PROJECT SUPPORT

CB113

SECTION 1 - APPLICANT INFORMATION

1.1 LEGAL APPLICANT/RECIPIENT:
Name City of Cheviot
Organization
Address 3814 Harrison Avenue
City & Zip Cheviot Ohio 45211

1.2 DATE SUBMITTED: MO 06 DAY 22 YR 89

1.3 CONTACT:
Name Mr. Robert S. Buchanan
Title Safety-Service Director
Address 3814 Harrison Avenue
Cheviot, Ohio 45211
Phone (513) 661-2700

SECTION 2 - PROJECT INFORMATION

2.1 TITLE OF PROJECT: Westwood Northern Boulevard Improvements

2.2 BRIEF DESCRIPTION
Rehab existing curbs and pavement on 2800 LF of 4-lane divided boulevard. Work includes: curb reapir; pavement joint/base repair; grinding; pavement fabric; asphalt leveling and overlay.

2.3 LOCATION (include area and population affected)
Westwood Northern Boulevard - North Bend Road to West Corp. Line located in City of Cheviot

Daily Users = 14,520

2.4 PROJECT TYPE:

	Estimated Costs in Appropriate Column(s), $				
	Replacement	Repair	Expansion	New	Other (Expl.)
Road		259,000			
Bridge					
Water Supply					
Wastewater Treatment Facility					
Sanitary System					
Solid Waste Disposal Facility					
Stormwater System					
Flood Control System					
Other (Explain)					

2.5 PROJECT STATUS AND SCHEDULE

	Estimated Start Date	Estimated Completion Date
Preliminary Design		Completed
Detailed Design and Bid Documents	June 5, 1989	July 7, 1989
Site Related	N/A	N/A
Construction Bid Process	Upon Project Approval and "Agreement"	4 weeks following "Agreeme
Construction	6 weeks following "Agreement"	6 months following Agreemen

Appn. No.	Project No.

SECTION 3 - FUNDING INFORMATION

3.1 ESTIMATED COST:

Administrative and Legal	$ N/A	Construction	$ 235,500
Preliminary Engineering	22,400	Equipment and Facilities	N/A
Site Related	N/A	Contingencies	23,500
Construction Engineering	3,600	Other (Explain)	N/A
		TOTAL	285,000

3.2 PROPOSED FUNDING:

	Category	Amount	Percent
Federal/State		$	
State only			
Local			
Other (explain)	Hamilton County Municipal Road Fund	51,900	18.2%
OPWC	District 2	233,100	81.8%

3.3 OPWC ASSISTANCE REQUESTED

Grant (100% of funds in years 1 and 2)	$ 233,100
Loan (Beginning in year 3)	
Debt Support (Beginning in year 3)	
Credit Enhancement (Beginning in year 3)	

3.4 TYPE OF OPWC FUNDS:

X	District
	Emergency
	Small Government
	Water/Sewer Rotary

3.5 DESCRIPTION OF APPLICANT'S EFFORTS AND ABILITY TO ASSIST IN FINANCING THE PROJECT:

The City of Cheviot applied for and has been awarded funds ($52,000) from the Hamilton County 1989 Municipal Road Fund to cover the total project engineering costs and the 10% local share of the construction costs.

SECTION 4 - APPLICANT CERTIFICATION

4.1 The Applicant Certifies that:

"To the best of my knowledge and belief, data in this application are true and correct, an inventory and a five-year plan of capital improvement needs and priorities has been completed in compliance with R.C. 164.06(C), the documents have been duly authorized by the governing body of the applicant, and the applicant will comply with required assurances including minority hiring, Buy Ohio, prevailing wage, and other assurances provided by law."

Certifying Representative: (Type name and title)	Signature:	Date Signed
Robert S. Buchanan Safety-Service Director	Robert S. Buchanan	6/21/89

SECTION 5 - DISTRICT COMMITTEE CERTIFICATION

5.1 The District Integrating Committee for District Number ____ Certifies that:

The Committee has selected this request for assistance to be submitted to the Director, OPWC, with specific consideration having been given to infrastructure repair and replacement needs of the district, age and condition of the system, ability to generate revenue, importance of project to health and safety, local ability to finance, availability of federal or other funds, adequacy of planning for project, adequacy of a 5-year infrastructure plan by the subdivision, project cost, and allocation limits of District (Secs. 164.05 and 164.06 B of ORC), and, if requested by Director, OPWC, the District will provide within 5 days evidence satisfactory to the Director that the foregoing considerations have been made.

Certifying Representative: (Type name and title)	Signature:	Date Signed
DONALD C. SCHRAMM, P.E.-P.S.	Donald C. Schramm	July 12, 1989

CDS ASSOCIATES, INC.
OPINION OF CONSTRUCTION COST*

PROJECT: WESTWOOD NORTHERN BOULEVARD IMPROVEMENTS
CITY OF CHEVIOT PROJECT NO: 89045 DATE: JUNE 20, 1989

ITEM NO.	SPEC NO.	ITEM	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST	ITEM COST
1	202	CURB REMOVED (INCLUDING SAW CUTTING & EXCAVATION)	1,950	L.F.	$ 5.00	$ 9,750
2	202	CONCRETE ISLAND REMOVAL (INCLUDING SAW CUTTING AND ITEM 452, PLAIN PORTLAND CEMENT CONCRETE FILL)	680	L.F.	15.00	10,200
3	252	PAVEMENT JOINT REPAIR	415	S.Y.	60.00	24,900
4	254	WEARING COURSE REMOVED (2")	16,300	S.Y.	2.50	40,750
5	402	ASPHALT CONCRETE LEVELING COURSE (1/2")	340	C.Y.	65.00	22,100
6	404	ASPHALT CONCRETE SURFACE COURSE (1-1/2")	680	C.Y.	65.00	44,200
7	407	TACK COAT (0.10 GALLONS/S.Y.)	1,630	GAL.	1.00	1,630
8	452	7" CONCRETE DRIVEWAY APRONS (INCLUDING REMOVAL OF UNCLASSIFIED MATERIAL)	226	S.F.	5.00	1,130
9	604	INLETS ADJUSTED TO GRADE WITH LIFT RINGS	15	EA.	200.00	3,000
10	608	5" CONCRETE SIDEWALK, REMOVE AND REPLACE	100	S.F.	4.00	400.00
11	608	CURB RAMPS - TYPE 2	6	EA.	40.00	240.00
12	608	5" CONCRETE SIDEWALK WITH INTEGRAL CURB (INCLUDING REMOVAL OF UNCLASSIFIED MATERIAL)	300	S.F.	4.50	1,350
13	609	CONCRETE CURB, TYPE 6 (INCLUDING ITEM 452, PLAIN PORTLAND CEMENT CONCRETE FILL)	1,950	L.F.	15.00	29,250
14	614	MAINTAINING TRAFFIC	L.S.	L.S.	5,000.00	5,000
15	621	PAVEMENT MARKING	L.S.	L.S.	3,000.00	3,000

CDS ASSOCIATES, INC.
OPINION OF CONSTRUCTION COST*

PROJECT: WESTWOOD NORTHERN BOULEVARD IMPROVEMENTS
CITY OF CHEVIOT PROJECT NO: 89045 DATE: JUNE 20, 1989

ITEM NO.	SPEC NO.	ITEM	ESTIMATED QUANTITY	UNIT OF MEASURE	UNIT COST	ITEM COST
16	632	REPLACE TRAFFIC CONTROL LOOPS	4	EA.	1,500.00	6,000
17	SPL	FULL WIDTH PAVEMENT FABRIC	16,300	S.Y.	2.00	32,600
		CONTINGENCIES				23,500
		TOTAL				$259,000

BY: CDS ASSOCIATES, INC. – CITY ENGINEER

Mark A. Kluesener
MARK A. KLUESENER, P.E.

*OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAIL PLAN COMPLETION AND UPON RECEIPT OF BIDS BY QUALIFIED CONTRACTORS.

USEFUL LIFE – UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE WESTWOOD NORTHERN BOULEVARD IMPROVEMENTS WILL BE 10 YEARS (PAVEMENT RESURFACING) AND 20 YEARS (CURB REPAIR).

County of Hamilton

DONALD C. SCHRAMM, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202

GENERAL INFORMATION (513) 632-8523

PROJECT SELECTION CRITERIA AND PROCEDURE

To fairly select projects for formal submission to the Director of the Ohio Public Works Commission or the Administrator of the Small Government Capital Improvements Commission and to comply with the requirements of Division (B) of Section 164.06 of the Ohio Revised Code by considering each application in light of the specific factors stipulated therein, the District #2 Integrating Committee adopted a numerical point rating procedure developed by a team of registered professional engineers.

All applications for assistance under the State Issue #2 Infrastructure Financing Program were evaluated by a support staff of registered professional engineers in accordance with the adopted rating procedure including on site verification of need and project eligibility. A listing of all projects in order of descending numerical rating was compiled.

Each applicant received notification of the numerical rating of their specific projects and were given opportunity to comment on and question the point values assigned to each factor.

The staff and ultimately the District Committee took into consideration valid comments and questions received. A reassessment was made and where justified, adjustments made in the numerical ratings. A final listing of projects in order of descending numerical rating was compiled. Based on a maximum rating of 115 points; project ratings ranged from a high of 88 points to a low of 43 points.

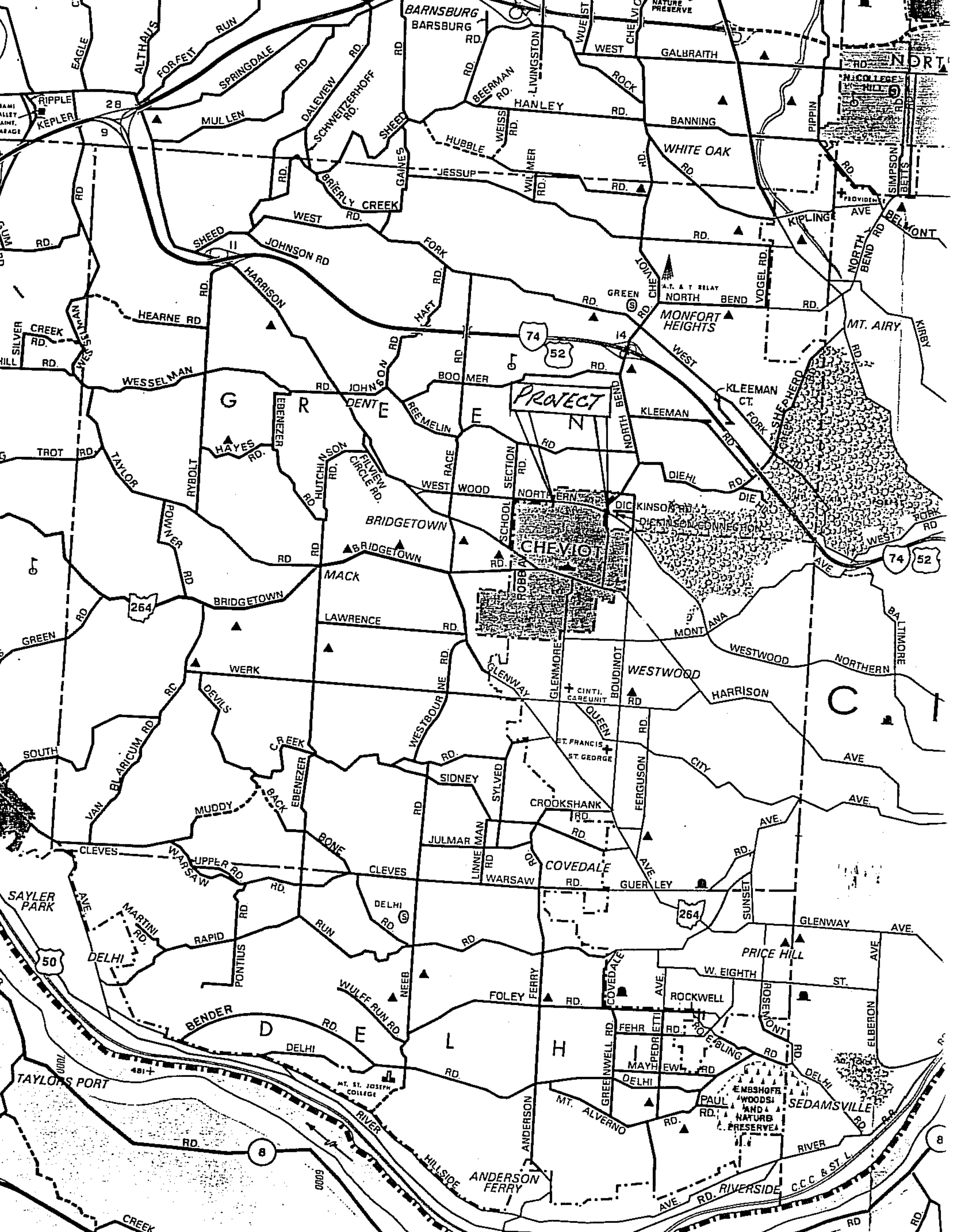
Beginning with the highest rating, each project was voted on by the Integrating Committee. The final list of recommended projects was determined and finialized when the sum total of infrastructure funds (requested for projects receiving the necessary seven (7) votes for approval) approximately matched the level of infrastructure funds anticipated for the District.

The project herewith attached received a rating of 77.

Respectfully submitted,

Donald C. Schramm

Donald C. Schramm, Chairman
District #2 Integrating Committee


BARNSBURG
BARSBURG RD.
NATURE PRESERVE
WEST GALBRAITH RD.
NORTH COLLEGE HILL
FORFEIT RUN
EAGLE
ALTHAUS
SPRINGDALE
RIPPLE
KEPLER
MULLEN
DALEVIEW
SCHWEITZERHOFF RD.
BEERMAN RD.
HANLEY RD.
LIVINGSTON
ROCK
BANNING
WHITE OAK
PIPPIN
HUBBLE
WEISS RD.
SHEED
GAINES
JESSUP
WILMER RD.
BRIERLY CREEK
WEST RD.
SIMPSON
BETTS
KIPLING AVE
BELMONT
NORTH BEND RD
SHEED
JOHNSON RD
FORK
HARRISON
A.T. & T. RELAY
GREEN RD.
CHEVIOT RD.
VOGEL RD.
NORTH BEND RD.
MONFORT HEIGHTS
HEARNE RD
HAFT
MT. AIRY
KIRBY
SILVER CREEK RD.
WESSELMAN
74
52
WEST FORK
KLEEMAN CT.
BOOMER RD.
JOHNSON RD.
DENT
PROTECT
G R E E N
EBENEZER
REEMELIN
KLEEMAN
SHEPHERD CREEK
TROT RD.
TAYLOR
HAYES RD.
HUTCHINSON RD.
FILVIEW CIRCLE RD.
RACE
SECTION RD.
DIEHL RD.
RYBOLT
WEST WOOD NORTHERN
DICKINSON RD.
DICKINSON CONNECTION
BRIDGETOWN
POWNER RD
SCHOOL
CHEVIOT
BRIDGETOWN RD
MACK
ROBB
WEST FORK RD
264
LAWRENCE RD.
MONTANA
BALTIMORE
GREEN RD
WESTWOOD NORTHERN
WERK
GLENWAY
GLENMORE
BOUDINOT
WESTWOOD
CINTI. CAREUNIT
HARRISON
C I
DEVILS
BLARICUM RD
WESTBOURNE RD.
QUEEN CITY AVE
ST. FRANCIS ST. GEORGE
SOUTH
CREEK RD.
EBENEZER
SIDNEY
SYLVED
FERGUSON RD.
VAN
MUDDY
BACK
CROOKSHANK RD.
AVE.
JULMAR
LINNEMAN RD.
BONE
CLEVES
WARSAW
UPPER RD.
COVEDALE
CLEVES WARSAW RD.
GUERLEY
SAYLER PARK
AVE.
MARTINI RD.
DELHI RD.
PONTIUS RD.
RUN
SUNSET
GLENWAY AVE.
RAPID
DELHI
50
PRICE HILL
W. EIGHTH ST.
WULFF RUN RD
NEEB
FOLEY RD.
FERRY
COVEDALE AVE.
ROCKWELL
ROSEMONT RD.
ELBERON
BENDER RD.
D E L H I
GREENWELL RD.
FEHR RD.
PEDRETTI
ROEBLING
DELHI
MAYHEW RD
DELHI
MT. ST. JOSEPH COLLEGE
TAYLORS PORT
EMBSHOFF WOODS AND NATURE PRESERVE
SEDAMSVILLE
PAUL RD.
MT. ALVERNO RD.
RIVER
ANDERSON
8
RD.
HILLSIDE
ANDERSON FERRY
RIVER RD.
RIVERSIDE
C.C.C. & ST. L.
CREEK

APPLICATION YEAR: 1989

STATE OF OHIO

INFRASTRUCTURE BOND PROGRAM

DISTRICT 2 HAMILTON COUNTY

PROJECT APPLICATION

Jurisdiction/Agency: City of Cheviot Population (1980): 9,888

Project Title: Westwood Northern Boulevard Improvements. (#1 Priority)

Project Identification and Location: Westwood Northern Boulevard from North Bend Road to Cheviot's west corporation line (150 feet, plus or minus, west of Washington Avenue). Total project length is 2,800 feet.

Type of Project: Rehabilitation X Replace ___ Betterment *___

Explanation of Betterment Elements of Project*: N/A.

Road X Bridge ___ Flood Control System (Stormwater) ___ Water Supply System ___

Solid Waste Disposal Facilities ___ Wastewater Treatment Systems ___

Detailed Description of Project**: Rehabilitation of existing pavement and curbs. Work includes: deteriorated curb replacement (10 percent) and replacing concrete median; asphalt surface removal; base repair; repair of deteriorated joints in underlying concrete pavement; 1-inch average thickness asphalt leveling course; 1-1/2-inch 404 asphalt surface course; pavement fabric as required; new pavement markings; and adjusting utility castings as required.

Type of Issue 2 Funds: District 2 X Small Government ___

Water/Sewer Rotary ___ Emergency ___

* See definition of Betterment attached.
**Attach additional sheets if necessary.

1. Is this a roadway, bridge, or stormwater project? Roadway.

2. If State Issue 2 funds are awarded, how soon would the opening of bids occur after project approval?

   Explain in definite statements and dates the adequacy of the planning for the project and the readiness of the applicant to proceed should the project be approved. As a minimum, list the LENGTHS OF TIME to complete the following:

   a) Selection of Consultant (if applicable). Completed

   b) Preliminary development or engineering. 4 Weeks

   c) The preparation of detailed construction plans. 4 Weeks

   d) Right-of-way acquisition (if applicable). (Please note that right-of-way acquisition is a time-consuming process.) N/A

   e) Utility coordination. To be coordinated during construction plan preparation.

3. Using averages where necessary, what is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

   Include a brief statement of condition and deficiencies of the present facility such as: inadequate superstructure (bridge), surface type and width, structural condition of surface, berm width, grades, curves, sight distances, drainage structures, sanitary sewers. When condition is not accurately ascertainable, use age of facility. List the age of the infrastructure to be repaired or replaced using one of the following categories: less than 20 years, 20 to 29 years, 30 to 39 years, 40 to 49 years, 50 years or older: Age is 30 to 39 years. Overall width is 58 feet, plus or minus: four 12-foot lanes with a 10-foot wide grass median (1,930 linear feet) and five 11-foot lanes with an 18-inch wide concrete median (870 linear feet). Total length is 2,800 feet. The center concrete median is badly deteriorated. Concrete curbs are moderately deteriorated. Joints in underlying concrete pavement are heaved. These have been ground down to help eliminate the bumps, but are beginning to open up and deteriorate further. The roadway is rutted with apparent base failures at Washington Avenue and at North Bend Road. The roadway was last resurfaced in 1976, and surface cracking and deterioration is taking place. The present overall condition of the roadway is fair, but repairs are needed to prevent accelerated deterioration and escalation of eventual repair costs.

4. How will the proposed infrastructure activity impact the general health and welfare of the service area, including convenience and quality of life?

   The City is receiving numerous compliants from area residents about the noise and vibration caused by trucks going over the deteriorated joints in the base concrete pavement. Grinding off the heaved areas has helped somewhat, but the problem recurs as the joints continue to deteriorate. This project would repair these joints, provide a smooth riding surface and eliminate this nuisance.

Discuss the following items pertaining to the project (before and after the completion of the project) as thoroughly as possible.

a) Emergency response time - for example, are vehicles currently required to use alternate routes delaying emergency response time? No detours are currently required. The present condition of the roadway has little or no impact on emergency response time.

b) Detour characteristics - for example, are the alternate routes adequate to handle the additional traffic and loads of a detour? Not applicable to the present roadway. It is anticipated that traffic will be maintained during the construction period. Motorists could take alternate routes at their own discretion. Alternate routes would be adequate for such traffic.

c) Additional User Costs - The additional distance and time for the users to travel the detour or alternate routes. If motorists opt for alternate routes, the additional distance and time would be insignificant.

d) Adverse impact on adjacent businesses - How does the existing detour or the proposed project have any impact on the adjacent businesses? Except for its intersection at North Bend Road, this portion of the Boulevard is entirely residential, and no significant impact on adjacent businesses is anticipated.

5. Are matching funds available? (i.e. Federal, state, MRF, local, etc.) To what extent of anticipated construction cost? Matching funds are not presently available. Previous submittals for total project funding by MRF were made in 1987, 1988 and 1989. At this time the City is seeking Issue 2 funding for 90% of the project construction and MRF funding for the remaining 10%, plus engineering and inspection fees. Please see the Amended 1989 MRF Application enclosed.

List the type and amount of funds being supplied by the local agency. This amount may be from local, Federal, state, Municipal Road Fund (MRF), or other sources. Explain additional funding through other sources being applied for or received for the project. Also, explain any need to accumulate funds for construction at a later date. Complete LOCAL FUNDING SOURCES on Page 5.

The local agency shall supply a minimum of 10 percent of the anticipated construction cost. Additionally, the local agency shall pay for all costs of engineering, inspection of construction, right of way, and the betterment portion of the project. Complete ESTIMATED COST OF PROJECT on Page 5.

6. How will the proposed infrastructure activity impact the public's safety?

Include a brief statement indicating how the activity will impact the public safety. For example, will the activity reduce the number of accidents? Accident records should be attached where applicable. List whether an existing bridge is functionally obsolete or structurally deficient (this information may be obtained from city, county, or state where applicable), or will the addition or improvement of storm sewers reduce accidents on a roadway or bridge? The proposed project will have no significant adverse or beneficial impact on the public safety.

7. Has any formal action by a Federal, state, or local government agency resulted in a partial ban or complete ban of the use or expansion of use for the involved infrastructure?

   Are there any roads or streets within the proposed project limits that have weight limits (partial ban) or truck restrictions (complete ban)? Have any bridges had weight limits imposed on them (partial ban) or truck prohibitions (complete ban)? Have the issuance of new building permits been limited (partial ban) or halted (complete ban) because the existing storm/sanitary sewer or water supply system in a particular area is inadequate? Document with specific information explaining what type of ban currently exists and the agency that imposed the ban. There are currently no weight limits or truck restrictions on the roadway. However, due to the noise and vibration and continued deterioration of the pavement, the City is currently considering posting a truck ban until the necessary roadway repairs are completed.

8. What is the total number of existing users that will benefit as a result of the proposed project? Use appropriate criteria such as households, traffic count, daily users, etc., and equate to an equal measurement of users.

   For roads and bridges, compute current average daily traffic and multiply by 1.2 occupants per car (I.T.E. estimated conversion factor) to determine users per day. Documentation should include recent traffic counts. Where the facility currently has any restrictions or is partially closed, use traffic counts prior to restriction. For storm sewers, determine the approximate number of residents within the area drained by the storm sewer under consideration. ADT (1984) = 12,100 VPD. 12,100 x 1.2 = 14,520 daily users.

9. Does the project have regional impact? (How many jurisdictions will be served or will benefit from this project?)

   Determine how many jurisdictions will significantly benefit from the project. Try to determine the service area of the project, using destination studies and other methods of documentation as available. The project has regional impact in that the roadway serves Cheviot, Central Greene Township, and portions of Western Cincinnati as a feeder to I-74 via Harrison and Montana Avenues, I-75 via Hopple Street, and the U.C.-Clifton area via Hopple Street Viaduct and Martin Luther King Drive.

10. The applicant has conducted a study of its existing capital improvements and their conditions. A five-year overall capital improvement plan (that shall be updated annually) is attached or on file with the District 2 Integrating Committee for the current year or shall be submitted by March 31 of the program year. The plan shall include the following:

    a) An inventory of existing capital improvements

    b) A plan that details capital improvements needs during the next five years, and

    c) A list of the political subdivision's priorities in addressing these needs.

    The attached Form 1 shall be completed for those projects which are being submitted for Issue 2 funds.

11. PROJECT SCHEDULE

ACTIVITY	TARGET DATE
Consultant Selection (if applicable)	N/A
Preliminary Engineering Completed	July 1, 1989
Detailed Plans Completed	August 1, 1989
Right-of-Way Acquired (if applicable)	N/A
Contract Let	August 1, 1989
Construction Completed	December 15, 1989

This schedule anticipates Issue 2 funds awarded by June 1, 1989, to achieve a 1989 construction completion date.

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12. ESTIMATED COST OF PROJECT

ACTIVITY	ISSUE 2 FUNDS	LOCAL FUNDS
Planning, Design, Engineering	(100% Local)	$ 22,400
Right-of-Way/Real Property	(100% Local)	$ N/A
Inspection of Construction	(100% Local)	$ 3,600
Construction and Contingencies	$ 233,100	$ 25,900
Betterment Portion	(100% Local)	$ N/A
Subtotal	$ 233,100	$ 51,900 **

Grand Total (Issue 2 Funds Plus Local Funds..... $ 285,000

LOCAL FUNDING SOURCES

Municipal Road Fund (MRF)	$ 51,900
State Fuel and License Funds	$ -
Local Road Taxes	$ -
Local Bond or Operating Funds	$ -
Misc. Funds (Specify) _____	$ -
Total Local Funds	$ 51,900 **

** These numbers must be identical.

13. AUTHORIZATION

The applicant hereby affirms that local funds will be provided if this project is selected.

Note: Attach with application any photographs, reports, plans, or other available data on the project.

City of Cheviot

3814 Harrision Avenue

Cheviot, Ohio 45211
Address

(513) 661-2700
Phone (Work)

Robert S. Buchanan
Signature

Mr. Robert S. Buchanan
Name

Safety-Service Director
Position

City of Cheviot
Local Jurisdiction/Agency

1985 OKI REGIONAL TRAFFIC COUNTING DIRECTORY
Hamilton County

Location	City/ Village	Sta. Type	ADT
WESSELMAN RD E OF RYBOLT RD		23	1700
WESSELMAN RD N OF ZION HILL RD		11	790
WESSELMAN RD S OF BUFFALO RIDGE RD		51	810
WESSELMAN RD S OF HARRISON RD		51	1200
WESSELMAN RD S OF ZION HILL RD		11	1500
WESSELMAN RD W OF HARRISON RD		43	2800
WESSELMAN RD W OF RYBOLT RD		23	2900
WEST EIGHTH ST W OF SETON AVE	Cincinnati	31	15900
WEST FORK RD E OF NORTH BEND RD		43	1700
WEST FORK RD W OF AUDRO DR		64	11200
WEST FORK RD W OF COLERAIN AVE (US-27)	Cincinnati	13	7700
WEST FORK RD W OF NORTH BEND RD		43	9400
WEST RD S OF HARRISON RD	Harrison	31	1200
WEST RD W OF WESTBROOK RD		44	710
WESTBOURNE RD N OF GREENWAY AVE		23	10000
WESTBOURNE RD N OF MUDDY CREEK RD		23	10800
WESTBOURNE RD N OF WERK RD		23	11900
WESTBOURNE RD S OF GREENWAY AVE		23	11500
WESTBOURNE RD S OF WERK RD		23	13300
WESTBOURNE RD W OF GLENWAY AVE (SR-264)		23	10800
WESTERN AVE N OF HOPKINS ST	Cincinnati	30	5700
WESTERN AVE N OF I-75 SB	Cincinnati	30	3400
WESTERN AVE S OF FINDLAY ST	Cincinnati	30	3700
WESTERN AVE S OF HOPKINS ST	Cincinnati	30	2700
WESTERN AVE S OF I-75 SB	Cincinnati	30	7100
WESTERN HILLS VIADUCT E OF RAMP TO I-75 NB	Cincinnati	30	18700
WESTERN HILLS VIADUCT E OF RAMP TO I-75 SB	Cincinnati	30	6800
WESTERN HILLS VIADUCT W OF RAMP TO I-75 NB	Cincinnati	30	30100
WESTERN HILLS VIADUCT W OF RAMP TO I-75 SB	Cincinnati	30	20100
WESTWOOD NORTHERN BLVD E OF BOUDINOT		43	10300
WESTWOOD NORTHERN BLVD E OF HARRISON RD		43	4600
WESTWOOD NORTHERN BLVD E OF NORTH BEND RD		43	16600
WESTWOOD NORTHERN BLVD E OF SCHOOL SECTION RD		63	9900
WESTWOOD NORTHERN BLVD W OF BOUDINOT		43	17400
WESTWOOD NORTHERN BLVD W OF NORTH BEND RD		43	12100
WESTWOOD NORTHERN BLVD W OF SCHOOL SECTION RD		63	8100
WEXFORD AVE N OF GALBRAITH RD	Deer Park	63	3400
WHITFIELD AVE N OF TERRACE AVE	Cincinnati	13	4200
WHITFIELD AVE S OF TERRACE AVE	Cincinnati	13	4400
WHITMORE DR E OF ANDERSON FERRY RD		43	640

AMENDED

PROJECT APPLICATION - MUNICIPAL ROAD FUND

INSTRUCTIONS: **Use one form for each project.**
Assign priority to projects.
The application cost estimate shall be prepared:
By the Municipality's Engineer, or a registered Engineer of the Municipality's choosing.
Submit before August 1.

(1) **Municipality** City of Cheviot

(2) **Road Name** Westwood Northern Boulevard

(3) **Project Limits** North Bend Road West to Corporation Line

(4) **Project Priority** #1 (1989)

(5) **Present Roadway Data:**

(a) **Pav't. Width** 2 @ 22' Ea. (b) **R/W Width** 100' (c) **Curb Type** Vertical Concrete

(d) **Type Surface** Asphalt (e) **Type Base** Concrete (f) **Sh'dr. Type** Earth

(g) **Shldr. Width** 23' (h) **Year Last Resurfaced** 1976

(6) Present condition of project area: **List deficiencies and reasons for improvement.**

Base failures, concrete joint deterioration, cracking and deterioration of surface and deterioration of curbs and concrete median.

(7) Project description or statement of work to be done: **Include width and type of new pavement and other project particulars.**

Grind surface and repair base failures and deteriorated joints. Resurfacing to match existing pavement widths. 1½" 404 on ±1" leveling course, fabric as required. Curb replacement as needed and replace concrete median. Upgrade pavement marking.

(8) Traffic Data: (a) Present Volume 12,100 (b) Date of Count: 1984

APPLICATION YEAR: 1989

STATE OF OHIO

INFRASTRUCTURE BOND PROGRAM

DISTRICT 2 HAMILTON COUNTY

PROJECT APPLICATION

Jurisdiction/Agency: City of Cheviot Population (1980): 9,888

Project Title: Westwood Northern Boulevard Improvements (No. 1 Priority).

Project Identification and Location: Westwood Northern Boulevard from North Bend Road to Cheviot's west corporation line (150 feet, plus or minus, west of Washington Avenue). Total project length is 2,800 feet.

Type of Project: Rehabilitation X Replace ___ Betterment *___

Explanation of Betterment Elements of Project*: N/A.

Road X Bridge ___ Flood Control System (Stormwater) ___ Water Supply System ___

Solid Waste Disposal Facilities ___ Wastewater Treatment Systems ___

Detailed Description of Project**: Rehabilitation of existing pavement and curbs. Work includes: deteriorated curb replacement (10 percent) and replacing concrete median; asphalt surface removal; base repair; repair of deteriorated joints in underlying concrete pavement; 1-inch average thickness asphalt leveling course; 1-1/2-inch 404 asphalt surface course; pavement fabric as required; new pavement markings; and adjusting utility castings as required.

Type of Issue 2 Funds: District 2 X Small Government X

Water/Sewer Rotary ___ Emergency ___

* See definition of Betterment attached.
**Attach additional sheets if necessary.

AMENDED: MARCH 30, 1989

1. Is this a roadway, bridge, or stormwater project? Roadway.

2. If State Issue 2 funds are awarded, how soon would the opening of bids occur after project approval?

   Explain in definite statements and dates the adequacy of the planning for the project and the readiness of the applicant to proceed should the project be approved. As a minimum, list the LENGTHS OF TIME to complete the following:

   a) Selection of Consultant (if applicable). Completed

   b) Preliminary development or engineering. 4 Weeks

   c) The preparation of detailed construction plans. 4 Weeks

   d) Right-of-way acquisition (if applicable). (Please note that right-of-way acquisition is a time-consuming process.) N/A

   e) Utility coordination. To be coordinated during construction plan preparation.

3. Using averages where necessary, what is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

   Include a brief statement of condition and deficiencies of the present facility such as: inadequate superstructure (bridge), surface type and width, structural condition of surface, berm width, grades, curves, sight distances, drainage structures, sanitary sewers. When condition is not accurately ascertainable, use age of facility. List the age of the infrastructure to be repaired or replaced using one of the following categories: less than 20 years, 20 to 29 years, 30 to 39 years, 40 to 49 years, 50 years or older: Age is 30 to 39 years. Overall width is 58 feet, plus or minus: four 12-foot lanes with a 10-foot wide grass median (1,930 linear feet) and five 11-foot lanes with an 18-inch wide concrete median (870 linear feet). Total length is 2,800 feet. The center concrete median is badly deteriorated. Concrete curbs are moderately deteriorated. Joints in underlying concrete pavement are heaved. These have been ground down to help eliminate the bumps, but are beginning to open up and deteriorate further. The roadway is rutted with apparent base failures at Washington Avenue and at North Bend Road. The roadway was last resurfaced in 1976, and surface cracking and deterioration is taking place. The present overall condition of the roadway is fair, but repairs are needed to prevent accelerated deterioration and escalation of eventual repair costs.

4. How will the proposed infrastructure activity impact the general health and welfare of the service area, including convenience and quality of life?

   The City is receiving numerous compliants from area residents about the noise and vibration caused by trucks going over the deteriorated joints in the base concrete pavement. Grinding off the heaved areas has helped somewhat, but the problem recurs as the joints continue to deteriorate. This project would repair these joints, provide a smooth riding surface and eliminate this nuisance.

Discuss the following items pertaining to the project (before and after the completion of the project) as thoroughly as possible.

a) Emergency response time - for example, are vehicles currently required to use alternate routes delaying emergency response time? No detours are currently required. The present condition of the roadway has little or no impact on emergency response time.

b) Detour characteristics - for example, are the alternate routes adequate to handle the additional traffic and loads of a detour? Not applicable to the present roadway. It is anticipated that traffic will be maintained during the construction period. Motorists could take alternate routes at their own discretion. Alternate routes would be adequate for such traffic.

c) Additional User Costs - The additional distance and time for the users to travel the detour or alternate routes. If motorists opt for alternate routes, the additional distance and time would be insignificant.

d) Adverse impact on adjacent businesses - How does the existing detour or the proposed project have any impact on the adjacent businesses? Except for its intersection at North Bend Road, this portion of the Boulevard is entirely residential, and no significant impact on adjacent businesses is anticipated.

5. Are matching funds available? (i.e. Federal, state, MRF, local, etc.) To what extent of anticipated construction cost? Matching funds are not presently available. Previous submittals for total project funding by MRF were made in 1987, 1988 and 1989. At this time the City is seeking Issue 2 funding for 90% of the project construction and MRF funding for the remaining 10%, plus engineering and inspection fees. Please see the Amended 1989 MRF Application enclosed.

List the type and amount of funds being supplied by the local agency. This amount may be from local, Federal, state, Municipal Road Fund (MRF), or other sources. Explain additional funding through other sources being applied for or received for the project. Also, explain any need to accumulate funds for construction at a later date. Complete LOCAL FUNDING SOURCES on Page 5.

The local agency shall supply a minimum of 10 percent of the anticipated construction cost. Additionally, the local agency shall pay for all costs of engineering, inspection of construction, right of way, and the betterment portion of the project. Complete ESTIMATED COST OF PROJECT on Page 5.

6. How will the proposed infrastructure activity impact the public's safety?

Include a brief statement indicating how the activity will impact the public safety. For example, will the activity reduce the number of accidents? Accident records should be attached where applicable. List whether an existing bridge is functionally obsolete or structurally deficient (this information may be obtained from city, county, or state where applicable), or will the addition or improvement of storm sewers reduce accidents on a roadway or bridge? The proposed project will have no significant adverse or beneficial impact on the public safety.

7. Has any formal action by a Federal, state, or local government agency resulted in a partial ban or complete ban of the use or expansion of use for the involved infrastructure?

   Are there any roads or streets within the proposed project limits that have weight limits (partial ban) or truck restrictions (complete ban)? Have any bridges had weight limits imposed on them (partial ban) or truck prohibitions (complete ban)? Have the issuance of new building permits been limited (partial ban) or halted (complete ban) because the existing storm/sanitary sewer or water supply system in a particular area is inadequate? Document with specific information explaining what type of ban currently exists and the agency that imposed the ban. There are currently no weight limits or truck restrictions on the roadway. However, due to the noise and vibration and continued deterioration of the pavement, the City is currently considering posting a truck ban until the necessary roadway repairs are completed.

8. What is the total number of existing users that will benefit as a result of the proposed project? Use appropriate criteria such as households, traffic count, daily users, etc., and equate to an equal measurement of users.

   For roads and bridges, compute current average daily traffic and multiply by 1.2 occupants per car (I.T.E. estimated conversion factor) to determine users per day. Documentation should include recent traffic counts. Where the facility currently has any restrictions or is partially closed, use traffic counts prior to restriction. For storm sewers, determine the approximate number of residents within the area drained by the storm sewer under consideration. ADT (1984) = 12,100 VPD. 12,100 x 1.2 = 14,520 daily users.

9. Does the project have regional impact? (How many jurisdictions will be served or will benefit from this project?)

   Determine how many jurisdictions will significantly benefit from the project. Try to determine the service area of the project, using destination studies and other methods of documentation as available. The project has regional impact in that the roadway serves Cheviot, Central Greene Township, and portions of Western Cincinnati as a feeder to I-74 via Harrison and Montana Avenues, I-75 via Hopple Street, and the U.C.-Clifton area via Hopple Street Viaduct and Martin Luther King Drive.

10. The applicant has conducted a study of its existing capital improvements and their conditions. A five-year overall capital improvement plan (that shall be updated annually) is attached or on file with the District 2 Integrating Committee for the current year or shall be submitted by March 31 of the program year. The plan shall include the following:

    a) An inventory of existing capital improvements

    b) A plan that details capital improvements needs during the next five years, and

    c) A list of the political subdivision's priorities in addressing these needs.

    The attached Form 1 shall be completed for those projects which are being submitted for Issue 2 funds.

11. PROJECT SCHEDULE

ACTIVITY	TARGET DATE
Consultant Selection (if applicable)	N/A
Preliminary Engineering Completed	May 1, 1989
Detailed Plans Completed	June 1, 1989
Right-of-Way Acquired (if applicable)	N/A
Contract Let	August 15, 1989
Construction Completed	May 1990

This schedule anticipates Issue 2 funds awarded by June 1, 1989, to achieve a 1989 construction completion date.

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12. ESTIMATED COST OF PROJECT

ACTIVITY	ISSUE 2 FUNDS	LOCAL FUNDS
Planning, Design, Engineering	(100% Local)	$ 22,400
Right-of-Way/Real Property	(100% Local)	$ N/A
Inspection of Construction	(100% Local)	$ 3,600
Construction and Contingencies	$ 233,100	$ 25,900
Betterment Portion	(100% Local)	$ N/A
Subtotal	$ 233,100	$ 51,900 **

Grand Total (Issue 2 Funds Plus Local Funds..... $ 285,000

LOCAL FUNDING SOURCES

Municipal Road Fund (MRF)	$ 51,900
State Fuel and License Funds	$ -
Local Road Taxes	$ -
Local Bond or Operating Funds	$ -
Misc. Funds (Specify) _____	$ -
Total Local Funds	$ 51,900 **

** These numbers must be identical.

13. AUTHORIZATION

The applicant hereby affirms that local funds will be provided if this project is selected.

Note: Attach with application any photographs, reports, plans, or other available data on the project.

City of Cheviot

3814 Harrision Avenue

Cheviot, Ohio 45211
Address

(513) 661-2700
Phone (Work)

Robert S. Buchanan
Signature

Mr. Robert S. Buchanan
Name

Safety-Service Director
Position

City of Cheviot
Local Jurisdiction/Agency

SUBMITTAL CHECKLIST

JURISDICTION/AGENCY: CHEVIOT

PROJECT DESCRIPTION: WESTWOOD NORTHERN BLVD. REHAB. PRIORITY #1

LOG NUMBER: CHE 8901-2A

YOUR REQUEST FOR STATE ISSUE 2 FUNDING HAS BEEN REVIEWED AS TO COMPLETENESS. ITS STATUS IS AS FOLLOWS:

SUBMITTAL PORTION	COMPLETE	INCOMPLETE
STREET/INFRASTRUCTURE INVENTORY (Due March 31, 1989)	☐	☒
FORM 1 - FIVE YEAR PLAN FOR ISSUE 2 FUNDS ONLY (Due February 15, 1989)	☒	☐
FORM 2 - FUNDING APPLICATION (Due February 15, 1989)	☒	☐
FIVE YEAR OVERALL CAPITAL IMPROVEMENT PLAN (INFRASTRUCTURE) (Due March 31, 1989)	☐	☒
CERTIFICATION OF MATCHING FUNDS * (Due February 15, 1989)	☐	☒*

* Certification refers to applicant signing "AUTHORIZATION" (Page 6), which assures that the necessary matching funds have been certified for this purpose **AT THIS TIME**, not that they *might* be available in the future.

COMMENTS/EXPLANATIONS: * YOUR LOCAL FUNDING CANNOT BE APPROVED AT THIS TIME SINCE THE MRF HAS NOT BEEN CERTIFIED YET.

APPLYING JURISDICTIONS/AGENCIES: NOTE THAT THIS FORM IS BEING OFFERED FOR INFORMATION PURPOSES ONLY. IT WILL BE FILLED OUT BY THE SUPPORT STAFF, BASED ON INFORMATION SUPPLIED ON APPLICATION FORMS.

OHIO'S INFRASTRUCTURE BOND PROGRAM (ISSUE #2)

DISTRICT 2 - HAMILTON COUNTY
1989 PROJECT SELECTION CRITERIA

JURISDICTION/AGENCY: CITY OF CHEVIOT

PROJECT IDENTIFICATION: LOG.# CHE 8901-2A
WESTWOOD NORTHERN BLVD. REHAB - BOUDINOT TO WASHINGTON

PROPOSED FUNDING: 90% CONST. COST FROM ISSUE 2, REMAINING 10% PLUS OTHER COSTS FROM MRF.

ELIGIBLE CATEGORY: MUNICIPALITIES

POINTS

20 1. Is this a roadway, bridge, or stormwater project?

20 points - Yes
0 points - No

15 2. If State Issue 2 funds are awarded, how soon would the opening of bids occur after project approval?

15 points - within six months
10 points - six to 12 months
0 points - over twelve months

7 3. Using averages where necessary, what is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

CONDITION

10 points - Closed
8 points - Poor
6 points - Fair
4 points - Good

4

4. How will the proposed infrastructure activity impact the general health and welfare of the service area, including convenience and quality of life?

10 points - significantly
7 points - moderately
4 points - minimally
0 points - no impact

2

5. Are matching funds available? (i.e. Federal, State, MRF, Local, etc.) To what extent of anticipated construction cost?

10 points - more than 50%
8 points - 40-50%
6 points - 30-39%
4 points - 20-29%
2 points - 10-19%

8

6. How will the proposed infrastructure activity impact the public's safety?

20 points - significantly
14 points - moderately
8 points - minimally
0 points - no impact

0

7. Has any formal action by a federal, state, or local governmental agency resulted in a partial ban or complete ban of the use or expansion of use for the involved infrastructure? This includes reduced weight limits on bridges.

10 points - complete ban
5 points - partial ban
0 points - no action

10

8. What is the total number of existing users that will benefit as a result of the proposed project? Use appropriate criteria such as household, traffic count, daily users, etc., and equate to an equal measurement of persons.

10 points - over 10,000 people
7 points - 5,000 to 10,000 people
4 points - less than 5,000 people

10

9. Does the project have regional impact? (How many jurisdictions will be served or will benefit from this project?)

10 points - major regional impact (4 or more jurisdictions)
5 points - secondary regional impact (2 or 3 jurisdictions)
2 points - little or no regional impact (1 jurisdiction)

76 TOTAL POINTS

Reviewer Names

2/21/89
Date

2-27-89